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ECONOMIC COMMISSION FOR AFRICA

REPORT ON THE ECA/ENPC REGIONAL SEMINAR ON TRANSPORT STATISTICS

Addis Ababa, 11 to 22 June 1984

LC/NAIROB

A. Introduction

1. The Regional Seminar on Transport Statistics was organized and conducted by ECA in collaboration with Ecole nationale des ponts et chaussie (ENPC) of Paris, France and was held in Addis Ababa, Ethiopia from 11 to 22 June 1984. The objective of the seminar was to assist African Governments and other institutions, dealing with transport, to ensure that statistics is utilized as a planning and a management tool in the development of transport in Africa. It was, therefore, planned to suit those responsible for the collection, compilation, analysis, and dissemination of transport data, and statistical information.

B. Terms of reference

2. The seminar was the first of its kind organized by ECA within the context of the United Nations Transport and Communications Decade in Africa (1973-1988) (UNTACDA) aimed at enabling transport statisticians, planners, economists and various users of transport statistics to discuss informally problems of transport statistics among themselves and together with ECA and ENPC transport/statistics specialists.

C. Attendance

3. The seminar was attended by 22 participants representing 19 African States and, among them, one participant representing the Union of African Railways.

4. Invitations for participation in the seminar were sent to all African Governments and selected inter-governmental organizations dealing with the development and improvement of transport. Applications were received from 55 participants from 25 African countries.

D. Seminar organization

5. The seminar was run in a participative manner, chaired by the various lecturers and/or seminar co-ordination. Documents for the seminar were all distributed in advance to participants on arrival in Addis Ababa. On completion of the seminar, the evaluation was carried out by ECA and ENPC staff together with the participants. Results of seminar evaluation and other comments by participants appear as Annex I of this report.

6. ECA comments on seminar participation and on evaluation by participants appear as Annex II of this report.

E. Agenda

7. The agenda and content of the seminar showing the distribution and titles of lectures appear as Annex III of this report.

F. Language and documentation

8. The working languages of the seminar were English and French. The documents for the seminar were prepared by the respective lecturers in both languages. A complete list of documents and books distributed to participants appear as Annex IV of this report.

G. Opening of the seminar

9. The seminar was opened by Mr. Tchouta Moussa, Director, Transport, Communications and Tourism Division of ECA who also delivered the opening statement. The full text of his statement appears as Annex V of this report.

10. Mr. B. Mandangaran representing ENPC delivered a short speech on behalf of ENPC staff and lecturers. He took the opportunity also to thank Mr. Tchouta Moussa for opening the seminar and to thank ECA for the collaboration extended to ENPC in the preparation and running of the seminar. He made use of the opportunity also to introduce to ECA and seminar participants the four lectures from ENPC. Mr. Mandangaran further conducted the first session of the seminar highlighting the framework of statistics in the development of the transport sector in France.

H. Closing of the seminar

11. The seminar was closed by Mrs. T.W. Kacperska, Chief, Transport Section, who also presented certificates of seminar completion to the participants. After the final evaluation during the closing session, a representative of the participants delivered a speech thanking ECA and ENPC for organizing the seminar.

12. Two participants, one from Burundi and another from Nigeria, did not complete the seminar, and were, therefore not awarded certificates of seminar completion.

Annex I - LIST OF PARTICIPANTS

BENIN

Mr. Paul Laurent Djossa, Responsable du Service Statistique des Transports, Ministère des Transports, B.P. 03-1040, Cotonou, République Populaire du BENIN

BOTSWANA

Mr. G.B. Kgasa, Senior Statistical Officer, Transport Statistics Unit

Mr. James Musey, Senior Planning Officer, Ministry of Works and Communications Planning Unit, Private Bag 007, GABORONE, BOTSWANA

BURUNDI

Mr. Charles Bizimana, Directeur des Voies Navigables, (Ministère des Transports Postes et Telécommunication), B.P. 2400, BUJUMBURA, BURUNDI

CONGO

Mr. Landou Samuel, Attaché chargé de la Planification, Ministère des Transports et de l'Aviation Civile, B.P. 2140, BRAZZAVILLE, REPUBLIQUE POPULAIRE DU CONGO

EGYPT

Mr. Makram Abadir Farag, Manager of Service Statistic Department, Central Agency for Public Mobilization and Statistics, Nasr City, Cairo

Mr. Onsy Fahim, Senior Economist, Ministry of Transport, Transport Planning Authority, 105, Kasser El Ei Street, Cairo

ETHIOPIA

Mr. Gashachew Telahun, Head Statistics Division, Ministry of Transport and Communications, P.O.Box 1238, Addis Ababa, Ethipia

GABON

Mr. Nziengui-Nziengui, Directeur de la Flotte de Commerce au Ministère de la Marine Marchande, B.P. 803, Libreville, GABON

GAMBIA

Mr. S.M. Mboge, Senior Statistician, Central Statistics Department, Buckle Street, Banjul, THE GAMBIA, WEST AFRICA

GUINEE

Mr. Naby Moussa Sangare, Chef de Service Planification et Statistique au Ministère des Transports, Conakry (Republique de Guinee) Tel: 44-72-12 our 44-27-73

MADAGASCAR

Mr. Séraphin Ravelona, Chef du Service Collecte des Données et Statistiques, Direction des Etudes, de la Planification et de Coordination des Transports, Ministère des Transports, du Ravitaillement et du Tourisme, B.P. 581, Antananarivo, MADAGASCAR

MALAWI

Mr. Gabriel L. Chimwala, Chief Assistant Statistician, National Statistical Office, P.O.Box 333, Zomba, MALAWI

NIGER

Mr. Amadou Hainikoye, Chef du Service Departmental des TP de Niamey, B.P. 235

NIGERIA

Mr. Micah Olaseni Ajijo, Chief Planning Officer, Federal Ministry of National Planning, P.M.B. 12558, Lagos, NIGERIA

SWAZILAND

Ms. Judith F. Dlamini, Assistant Statistician, C.S.O., P.O.Box 456, Mbabane, SWAZILAND

REPUBLIC OF CAMEROON

Mr. Kuété Moise, Chef Service des Trafics et des Statistiques, Ministère de Transports, Yaounde

UNITED REPUBLIC OF TANZANIA

Mr. David Alphonce Yohana Mkwana, Statistician, Ministry of Communications and Works, P.O.Box 104, Dar-es-Salaam, TANZANIA

UPPER VOLTA

Mme Marie-Thérèse Guiebo, Chef de Service des Transports Terrestres, Direction des Transports, B.P. 7001, OUAGADOUGOU

ZAIRE

Citoyen Mongbongo Mangbandu, Chef de Bureau Chargé des Transports Maritime, Fluvial et Lacustre, Département du Plan/Direction des Infrastructures, B.P. 9378, Kinshasa I, ZAIRE

Mr. Girma Woldeyes, Head of Economic, Transport Section, Union of African Railways, P.O.Box 687, Kinshasa I, ZAIRE

ZAMBIA

Mr. Lamsden G. Zulu, Statistician, Central Statistical Office, P.O.Box 31908, Lusaka, ZAMBIA

Seminar evaluation results

1. Selection of topics

(a) Which topics should be deleted in future seminars; which should be added or developed in more detail?

None should be deleted, but EDP should be explored more in depth including data bank. General problems in Africa regarding transport statistics should be included in future seminars.

(b) Other observations

Materials were too brief and subjects related to transport planning should also be included in future seminars.

2. Which topics are the most interesting and useful; which ones are less (or not) interesting?

Most interesting topics: Road transport data collection, statistics as management tool, road accidents statistics, manual data processing, forecasting, and classification of road data. No topic appeared as uninteresting.

3. Duration of the course

How long should the next course be?

Three weeks (9)
Two weeks (7)
One week (4)
One to two months (2)

4. Time allotted for each lecture

What duration of each lecture do you consider adequate?

1 hr. 30 min (16)
1 hr. 00 min (4)
1 hr. 45 min (2)

5. Time allotted for questions or discussions

How should the time of lectures and discussions be apportioned?

1 hr. lecture, 30 min discussion (16)
1 hr. lecture, 1 hr discussion (6)

6. Methods of presentation

(a) What additional methods of presentation would you find applicable (case studies, exercise, group discussions, etc.)?

The majority felt that the methodology of presentation is adequate, but a few others suggested that future seminars should have case studies and exercises included.

(b) Do you have any other comments?

The majority of participants felt that documentation given are inadequate. Others feel that more in-depth analysis of the subject was necessary.

7. Lecturers' knowledge of subject matter

Which lectures were most interesting?

Lecturers on railways, uniform maritime statistics, role of statistics in transport, forecasting and role of statistics in management.

8. Documents

What comments do you have on the material presented?

A good number of participants said that the documents were alright but some felt they were shallow.

9. Course relation with your professional activities

(a) Is the knowledge derived from the seminar applicable in your professional work?

All participants agreed that the course content was relevant to their professional work.

(b) Do you intend to pass the knowledge acquired to others; if yes, to whom?

All participants agreed that they will pass all knowledge to both their superiours and subordinates.

(c) Was the balance between the theory and practice acceptable?

The balance was right but conditions in Africa should be reflected more by all lecturers.

(d) Do you recommend a similar seminar for your supervisors and/or those you supervise?

All participants agreed that they recommend similar courses to all managerial staff dealing with transport statistics.

10. Do you feel that in future the seminar should be conducted on modal basis, that is a seminar on road statistics, a seminar on port statistics, etc.?

Participants were equally divided on this issue, some for modal, others for sectoral course.

11. In general what improvements would you suggest for future seminars

Participants felt the seminar is good enough but recommend field visits, translation of all documents, and many recommended that the documents should be prepared more in details.

12. Any other comments and suggestions

Some participants recommended that international aspects of the subjects should be given full treatment, although the majority had no additional comments on the seminar.

ECA comments on the seminar in general and participants evaluation

Level of participation

The participants who attended the seminar were mostly graduates of transportation, economics and/or statistics. Their working experiences ranged from 2 to 24 years in various fields related to either general transport, economics, transport planning or mathematics. The level of participation was, therefore, good and generated interactive discussions as was expected in a seminar of the level ECA & ENPC organized. Attendance was quite good and evidence of preparation by participants for the sessions on the basis of advance reading of documents was reflected in the majority of sessions conducted.

Duration of the seminar

Future seminars on the same topic should last 2 weeks if arranged on sectoral basis, but could be reduced to only one week if a modal approach is to be adopted. It is encouraging that participants were satisfied with the duration of the seminar, the selection, and coverage of topics.

Methodology of presentation

Future seminars should be equally balanced between discussions and lectures. Although participants agreed that the balance between theory and practice was good, more efforts will be made in future to introduce a few case studies, group discussions, and some simple exercices. Although some participants felt that mathematical techniques should be handled more in depth, this would not be in line with the objectives of the seminar which is focussed more on performance improvement rather than teaching of statistical/mathematical techniques.

Selection of participants for future seminars should ensure that those admitted are familiar with all mathematical techniques which are generally used in applied sciences. Attempts will also be made to ask participants to bring along any practical case studies that may be used in class.

Documents distributed for the seminar

It was agreed during seminar preparatory stages between ECA and ENPC that only lecture outlines should be prepared of a limited number of pages. This approach should be abandoned in future seminars since some documents were too brief for future references by participants. In future, documents should be made to reflect all details in the topics to be discussed.

Annex IV - WORK PROGRAMME

Day and time	Session/Activity	Speaker (Organization)
Monday, 11 June 1984		
9.00 - 10.30	Registration	
10.30 - 11.00	Break	
11.00 - 12.30	Opening	
12.30 - 3.00	Lunch break	
3.00 - 5.00	The role of statistics in the development of the transport system	Mr. A. Cummings-Palmer (ECA)
Tuesday, 12 June 1984		
9.00 - 10.30	Statistics as a tool for Management and decision Making	Mr. A. Amelewonou (ECA)
10.30 - 11.00	Break	
11.00 - 12.30	Classification of transport data and statistics	Mr. Decure (EUPC)
12.30 - 3.00	Lunch break	
3.00 - 5.00	General Problems of transport data collection and proposals for solutions	Mr. Decure (EUPC)
Wednesday, 13 June 1984		
9.00 - 10.30	Collection and documentation of road transport data	Mr. Ledru (EUPC)
10.30 - 11.00	Break	
11.00 - 12.30	Collection and documentation of rail transport data	Mr. Solis (ECA)
12.30 - 3.00	Lunch break	
3.00 - 5.00	Standardization of ports and shipping statistics (role and advantage)	Mlle Roy (EUPC)

Thursday, 14 June 1984		
9.00 - 10.30	Ports and shipping statistics indicators	Mlle Roy (ENPC)
10.30 - 11.00	Break	
11.00 - 12.30	Collection and documentation of inland water transport data	Mlle Roy (ENPC)
12.30 - 3.00	Lunch break	
3.00 - 5.00	Collection and documentation of air transport data	Mme Ellie (ENPC)
Friday, 15 June 1984		
9.00 - 10.30	The role of communications in data collection, storage and retrieval	Mme Ellie (ENPC)
10.30 - 11.00	Break	
11.00 - 12.30	Statistics of road safety	Mr. Ledru (ENPC)
12.30 - 3.00	Lunch break	
3.00 - 5.00	Methodology of analysis of transport data I (General)	Mr. Decure (ENPC)
Monday, 18 June 1984		
9.00 - 10.30	Manual data processing Method I	Mr. De Graft-Johnson (ECA)
10.30 - 11.00	Break	
11.00 - 12.30	Manual data processing Method II	Mr. De Graft-Johnson (ECA)
12.30 - 3.00	Lunch break	
3.00 - 5.00	The uniform system of maritime transport statistics	Mr. Han-Son Chu
Tuesday, 19 June 1984		
9.00 - 10.30	Mechanized data processing method	Mr. K.T. Mavuba (ECA)
10.30 - 11.00	Break	
11.00 - 12.30	Methods of data storage and retrieval	Mr. K.T. Mavuba (ECA)
12.3- - 3.00	Lunch break	
3.00 - 5.00	The uniform system of maritime transport statistics	Mr. Han-Son Chu

Wednesday, 20 June 1984		
9.00 - 10.30	Forecasting techniques	Mr. P.T.A. Here (ECA)
10.30 - 11.00	Break	
11.00 - 12.30	Methodology of analysis of transport data II (Railways)	Mr. Solis (ECA)
12.30 - 3.00	Lunch break	
3.00 - 4.00	Visit to ECA Statistics Division	Group visit
4.15 - 5.00	Visit to Pan-African Data Information Services (PADIS)	Group visit
Thursday, 21 June 1984		
9.00 - 10.30	Organization and management of national and subregional transport statistics unit	Mr. Decure (ENPC)
10.30 - 11.00	Break	
11.00 - 12.30	Evaluation of Seminar	ECA/ENPC/participants
12.30 - 3.00	Lunch break	
3.00 - 5.00	Closing session	

Annex V - List of Seminar documents

Ref. No.	Title
TRANS/STAT/84/WP.1	The role of statistics in the development of the transport system
TRANS/STAT/84/WP.2	Statistics as a tool for management and decision making
TRANS/STAT/84/WP.3	Classification of transport data and statistics
TRANS/STAT/84/WP.4	General problems of transport data collection and proposals for solutions
TRANS/STAT/84/WP.5	Collection and documentation of road transport data
TRANS/STAT/84/WP.6	Collection and documentation of rail transport data
TRANS/STAT/84/WP.7	Standardization of ports and shipping statistics (role and advantage) Ports and shipping statistics indicators
TRANS/STAT/84/WP.8	Collection and documentation of air transport data
TRANS/STAT/84/WP.10	Analysis of railway statistical data
TRANS/STAT/84/WP.11	Manual data processing Method I Manual data processing Method II
TRANS/STAT/84/WP.12	The Uniform system of maritime transport statistics
TRANS/STAT/84/WP.13	Mechanized data processing method
TRANS/STAT/84/WP.14	Methods of data storage and retrieval
TRANS/STAT/84/WP.15	Forecasting techniques
TRANS/STAT/84/WP.16	Organization and management of a national transport statistics unit
TRANS/STAT/84/WP.17	Organization and management of subregional and regional transport statistics unit

Author	Books Distributed
Emil Quinet	La Demande de Transport de la mobilisation des trafics a l'apprehension des besoins
Emil Quinet	Les Transport et la Puissance Publique

STATEMENT BY TCHOUTA MOUSSA, DIRECTOR, TRANSPORT COMMUNICATION AND TOURISM DIVISION OF THE ECONOMIC COMMISSION FOR AFRICA

AT

REGIONAL SEMINAR ON TRANSPORT STATISTICS, ADDIS ABABA, 11-22 JUNE 1984

Distinguished delegates,
Ladies and Gentlemen,

It gives me the pleasure to welcome you all to Addis Ababa, the Headquarters of the Economic Commission for Africa.

You have come to gather here for two weeks to look into current and future problems of transport data and statistical information, and to discuss and agree on solutions to some of the major problems that you will identify.

The first regional seminar on trasnport statistics is organized by ECA jointly with Ecole National des Ponts et Chausse of Paris, France with assistance of the French Government and also with support of UNDP which kindly agreed to provide funds for travel of participants from countries which requested it.

Our immediate concern in this first seminar is to draw your attention to problems which hinder the smooth flow of data and statistical information required for the immediate and long-term development of the transport s ctor. This has to be done within the spirit and framework of self-reliant and self-sustaining economic and social development, which as you are no doubt aware, is the cornerstone of Africa's strategy for development now and in the coming decades.

You are aware also that the transport has a major role to play in the economic development of the region, and that the sector is faced with many problems amongst which are maintenance of existing infrastructure and equipment, inadequacy of skilled manpower, shortages of energy, coupled with poor planning and lack of co-ordination and harmonization of services. The net result is that the transport sector in Africa is not fulfilling its basic role of the movement of goods and persons efficiently and economically. This deficiency is difficult to rectify as it is compounded with lack of data and information on the sector's performance. The few national statistical series that are published on transport in the majority of African countries have gone only part of the way in meeting the requirements of accurate statistical data. Full inventory on mobile equipment, the networks, the stationary supporting facilities, personnel availability and requirements, passengers and goods traffic the income and expenditure and other performance indicators required for assessment of the African transport industry are available only in a

relatively small number of African countries. The reason for this is partly because some countries have neglected data collection and analysis altogether, and partly because many countries in the Region do not have the required expertise for data collection, processing, and dissemination. In cases where data are available, the failure to have up-to-date statistical information is still common because methodology and institutional framework employed for data processing are lengthy and cumbersome because decision makers do not sometimes appreciate the role of data as a tool of management. Also in cases where statistical information are published on time, the coverage are not thorough, and more often than not, the data are given only for the information of decision-makers and planners.

This seminar is, therefore, as I had said earlier, intended for the discussion of the general problems the transport sector is facing with regards to unavailability of accurate and timely statistical data and information. As you already read in my letter of invitation, our main concern is to improve the skills and knowledge of all those directly responsible for planning and policy matters in the collection, compilation, analysis and dissemination of transport data and statistics. Planning of future transport statistics seminars at modal level will depend on what you as a group consider urgently required, therefore, it is one of the tasks this seminar has to achieve.

As you all probably know, the United Nations Economic Commission for Africa and its secretariat is to assist African countries to accelerate their economic and social development. You know too that the ECA has played a major role in the formulation and adoption of the Lagos Plan of Action (LPA), and the Final Act of Lagos. Within the spirit of the LPA, the Transport and Communications Decade for African (UNTACDA) was declared in 1978 and is undergoing implementation. The implementation which has successfully reached half its period is being co-ordinated by ECA; but this cannot be achieved unless there is adequate statistical information.

The ECA is the lead agency for the implementation of UNTACDA and one of the lessons already learnt from the implementation of the first phase programme, is the inadequacy of statistical data in the transport sector, resulting in poor project identification, poor planning of maintenance requirements and capacity; and unsatisfactory identification of operating requirement and capability. These problems require deep analysis at national, subregional, and regional levels. In every country, however early its stage of development is, at least some transport does exist, and the requirement of data, therefore, remains since no decision can be made on whether the existing transport system is sufficient to satisfy future needs, or whether certain improvements are called for, without well documented data. There are transport modes in the region, known to you, which have adequate facilities, but because data on performance are inadequate, the facilities available cannot be utilized to the maximum.

I hope, therefore, that regardless of your respective areas of specialization, you will as a group first involve yourselves in considering actions to be taken in resolving the weakness which result into unavailability or inadequacies of statistical data and information in the transport sector. To help you examine in detail the specialized and technical parametres involved without loosing sight of the focus, I will now draw your attention to the work programme which has been prepared and distributed to you.

The programme calls upon you first and foremost to examine the role of statistics in the development of the transport sector, and its contributions as a tool for management and decision making in the improvement of transport services in general. From this fundamental issue you will move a step further to the general classification of transport data which will serve as an introduction to the topics on general problems of transport data collection by mode. You know that weaknesses of appropriate transport data collection is one of the root causes of transport data problems. In this seminar you have the opportunity to look at data collection problems for each mode, and I am convinced that you will make full use of this opportunity to come up with tangible recommendations on how to overcome these serious problems. The magnitude of the problem differs by mode. In air and rail transport where the data sources of statistical information (passenger tickets, way bills and consignment notes) are more elaborate, the data collection is much easier.

You have a rare opportunity during your stay here to have a look at a relatively new philosophy of data collection and processing in maritime transport. This new approach called the Uniform System which has been developed by the United Nations Statistical Office in collaboration with the United Nations Regional Economic Commissions, may be new to many of you. The Uniform System, which is basically a scheme for linking shipment of goods to the vessel in which they are transported so that shipment and vessel information can be related is a new approach for solving the problem of segmented data in maritime transport. The system will be introduced to you by Mr. Hon-Son-Chu an expert from the UN headquarters, who has for long been involved in its development and implementation in various parts of the world. You will be required to weigh the advantages of the uniform system against the conventional methods, to enable those responsible for its development, not only to finalize their recommendations for its implementation, but also to know the reaction of representatives of the African countries. to the system.

You also have an opportunity to discuss the suitability of some of the techniques and methodology available for data processing including communications facilities. Both the manual and mechanized processing methods are included in the programme and you are called upon to analyse the pros and cons of the two including their cost-benefit analysis. The role of computersin data processing is something

most of you are all familiar with. Many transport agencies in Africa especially ports, railways, and airlines use computers in one way or another, but very few of them are making full use of the expensive hardwares and softwares despite the potential of the systems they have. It is time we in Africa start using computer services for meaningful data processing, storage and retrieval. Adequate time is given to the methodology of transport data analysis in the programme because this is an area where statisticians easily go wrong especially when they defend mathematical formulae at the expense of realities.

Before I finish with the content of your work programme allow me to draw your attention to the fact that this seminar is not meant for learning quantitative techniques, since we are mainly interested in improving your performance. This does not mean that demonstration of simple mathematical techniques are ruled out. Methodology of data analysis which I have already talked of is one of those areas where quantitative methods are unavoidable. Another area where you may need demonstrations of quantitative applications is in forecasting. Forecasting is improtrant because the increased inflation of 1970s followed by the recession the region is currently experiencing, have focused renewed attention of decision makers on attempts to accurately predict the future but problems do arise in data required for forecasting and in the choice of forecasting techniques since some of the techniques available for application in transport are expensive to develop.

Your work programme ends with institutional and organizational problems of establishing and operating national, subregional, and regional statistical organizations. I am convinced that the visit arranged to the ECA statistics Division and Pan-African Documentation and Information System (PADIS) section will give you an advance insight into these important issues.

Ladies and Gentlemen,

You already have a full list of the content of your seminar, and I believe that they are of interest to all of you in your respective professional capacity as experts in transport statistics. You are expected during your discussions to identify the real data problems in transport sector, their root causes, and also recommend to the governments in the region the short and long term measures to be taken to overcome them; and I am convinced that the two weeks allocated to the seminar is adequate for this challenging task.

Finally, may I seize this opportunity to welcome our distinguished guests lecturers from Ecole National des Ponts et Chaussees in Paris, France who have been involved in this seminar right from preparatory stages and will now be with you here for the two weeks discussions. I am most grateful to them for all the help they have rendered and for their willingness to participate in the seminar, and also for accepting ECA invitation to come to Addis Ababa despite the heavy schedule of activities they have back home. I trust that you will exploit their presence here and gain from their wealth of knowledge and experience.

I now declare open the first regional seminar on transport statistics and wish you success in your discussions.

Thank you.

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ECONOMIC COMMISSION FOR AFRICA

LC/NAIROB

REPORT OF THE INAUGURAL MEETING OF THE CO-ORDINATING COMMITTEE OF THE TRIPOLI-WINDHOEK TRANS-CENTRAL AFRICAN HIGHWAY (TCAH)

A. ORGANIZATION

1. The inaugural meeting of the Co-ordinating Committee of the Tripoli-Windhoek Trans-Central African Highway (TCAH) was held at Bangui, Central African Republic, from 25 to 29 June 1984.

B. ATTENDANCE AND PARTICIPANTS

2. The meeting was attended by the following members of the Trans-Central African Highway; and observers.

(a) Members: Chad, Republic of Cameroon, Central African Republic, Congo, and Zaire.

(b) Associate members: Gabon and Nigeria

(c) Observers: TAHA, UDEAC

C. OPENING OF THE MEETING

3. The inaugural meeting of the Co-ordinating Committee of the Tripoli-Windhoek Trans-Central African Highway was opened by Général de Brigadier Abel NADO, Minister of Public Works and Urban Development of the Central African Republic, who called on the representative of ECA to make a statement.

In his opening statement, the representative of the Executive Secretary of ECA, M. Tchouta Moussa, Director of Transport, Communications and Tourism Division paid tribute to the Government and people of the Central African Republic for hosting the meeting and for their hospitality and courtesy.

The purpose of the meeting was to set up the Co-ordinating Committee for the TCAH to enhance its development, he said. He then reviewed the substantive items on the agenda in details, including the proposed terms of reference of the Committee, and its work programme for the next few years. He stated further that the Committee would have the opportunity to review also the current status of the Tripoli-Windhoek highway, based on an ECA report, and complemented by country statements on the progress of development of the segment of the TCAH within their borders.

4. Finally the Committee would consider the proposed alignment of the Highway and establish its Secretary in each country.

5. Mr. Tchouta Moussa then reviewed briefly the critical economic situation facing the African region, and the effort of the UN Secretary-General to overcome the worsening drought situation, food shortages, malnutrition, famine and diseases. He concluded by reminding participating countries that although ECA and its UNTACDA programme aimed at developing a harmonized and integrated complete transportation system rather than one compartmentalized into modal sub-sectors, there was no denying that road transport played a dominant role. It was flexible and versatile and hence superior to alternative modes in terms of availability and practicability.

Hence the TCAH was a most important project for the growth and development of Africa. Realization of the TCAH project in the near future would facilitate trade and enhance the transfer of technology into the Tripoli-Windhoek area; which in turn would have a tremendous impact on the effort to promote self-sustaining growth and development in Africa.

6. In his opening address, the representative of the Government of the Central African Republic, Brigadier General Abel NADO, Minister of Public Works and Urban Development welcomed all participants.

7. He expressed his appreciation to ECA, and in particular to its Executive Secretary, for having chosen Bangui as the venue for the meeting. His appreciation also went to those representatives who had been good enough to travel long distances in order to participate at such an important meeting notwithstanding the poor state of communications in Africa; concerted efforts were crucial to solving the problems facing Africa, especially that of transport, and thereby intensifying inter-African co-operation and trade. Better than ports and airports, roads rendered a vital service by their flexibility and provided access to the remotest parts of African countries.

8. At the Conference of African Ministers of Transport held in Tunis a few years ago the idea of building Trans-African Highways was first introduced. Since that time, such projects as the Lagos-Mombasa, Lagos-Algers, Cairo-Gaborone, Lagos-Nouakchott and Dakar-N'Djamena highways had made slow but sure progress. The current meeting was to consider the Tripoli-Windhoek road link which was one of the ongoing projects whose expected benefits were beyond question.

Election of officers (agenda item 2)

9. The Committee elected the following persons to constitute the Bureau of the meeting:

(a) Chairman, Brigadier-General Abel Nado, (Minister of CAR)
(b) Vice Chairman, Mr. Ngome Kome, (Minister of Cameroon)
(c) Rapporteur. M. Hassan Djanous, (Minister of Chad)

Adoption of the agenda and organization of work (agenda item 3)

10. The Committee adopted the following agenda:

1. Opening of the meeting
2. Election of officers
3. Adoption of the agenda and organization of work
4. Establishment of the Co-ordinating Committee of the Tripoli-Windhoek Trans-Central African Highway and adoption of its terms of reference
5. Review of the current status of the Tripoli-Windhoek Trans-Central African Highway and its feeder links from neighbouring countries
6. Consideration of the ECA reports on the general alignment and proposed itinerary of the Tripoli-Windhoek Trans-Central African Highway

7. Consideration of the programme of work of the Committee
8. Any other matters
9. Date and place of the next meeting
10. Adoption of the report

Establishment of the Co-ordinating Committee of the Tripoli-Windhoek Trans-Central African Highway and adoption of its terms of reference (agenda item 4)

11. The ECA secretariat introduced document TRANS/TCAH/84/2 containing the terms of reference for establishment of the Co-ordinating Committee of the TCAH. The meeting then discussed the terms of reference article by article, and adopted it as amended. The new text is attached to this report as annex I.

The Tripoli-Windhoek Highway and its feeder links, and the general alignment and final itinerary of the TCAH (agenda items 5 and 6 combined)

12. In introducing documents TRANS/TCAH/84/3 and TRANS/TCAH/84/4 jointly, the representative of the Executive Secretary said that the objectives of those two items were similar. A map had been prepared indicating the proposed alignment of the TCAH system and to assist member countries to determine the final itinerary of the network.

13. After exchanges of opinion on the alignment of the main highway and the location of feeder roads the Committee adopted the following itinerary for the members and associate member countries present.

14. The Committee noted however, that some member and associate member countries were not represented and therefore instructed and mandated ECA to contact those countries in order to establish the final itinerary of the TCAH network in their respective territories.

1. Chad

(a) Main highway

Libyan border-Zouar-Faya-Koro Toro-Massaguet-Ndjamena-Kousseri.

(b) Chad Feeder Roads

(i) Zouar-Bardai
(ii) Faya-Ounianga
(iii) Faya-Fada-Oum Shaloba
(iv) Faya-Biltine-Abeche-Goz Beidar-Am Timan-Sarh
(v) Guelendeng-Bongor-Lai-Moundou-Lere-Figuil
(vi) Moundou-Gore-Frontière Niger
(vii) Birgarat-Mao-Frontière Niger
(viii) Mondo-Ngouri-Bol
(ix) Bongor-Cameroon border

2. Cameroon

(a) Main Highway

Kousseri-Garoua-Ngoundere-Garoua Boulai-Bertoua-Batouri (CAR border)

(b) Cameroon Feeder Roads

(i) Ngaondere-Banyo-Foumban-Bangangte-Bafia-Yaoundé-Mbalmayo-Ebolowa-Ambam-Gabon border
(ii) Ebolowa-Djoum-Yokadouma-CAR border
(iii) Batouri-Yokadouma-Mouloundou-Congo border

3. Central African Republic

(a) Main highway

Gamboula (Cameroon border)-Berberati-Nola-Salo-Bomassa (Congo border)

(b) CAR Feeder Roads

(i) Berberati-Carnot-Baoro-Bozoum-Bossaugoa-Bouca-Batangafo-Kabo-(Chad border)
(ii) Yanondo-Bambio-Boda-Bimon-Bangui

4. Congo

(a) Main highway

Bomassa-Ouesso-Owando-Gamboma-Brazzaville

(b) Congo Feeder Roads

(i) Ketta-Sembe-Souanke-Ntam (Cameroon border)
(ii) Makoua-Etoumbi-M'bomo (Gabon border)
(iii) Obouya-Boundji-Okoyo-Franceville-(Gabon border)
(iv) Brazzaville-Loubomo-Kitangou-Nyanga-Ndende (Gabon border)

5. Zaire

(a) Main highway

Kinshasa-Matadi-Ango Ango-Angola border

(b) Zaire Feeder Roads

(i) CAR border-Zongo-Libenge-Gemena-Lisala-Bumba-Buta
(ii) Kinshasa-Kikwit-Batshamba-Tshikapa-Kananga-Mbujimayi-Mwene Ditu-Kamina-Nguba-Likasi-Lubumbashi-Kasumbalesa-Zambia border
(iii) Mbujimayi-Kabinda-Lubao-Kasongo-Bukavu-Rwanda/Burundi border

6. Gabon Feeder Roads

(i) Libreville-BiFoun-Kdjole-Lalara-Mitzic-Oyem-Bitam-Eboro-(Cameroon border)
(ii) Lalara-Koumameyong-Makokou-Mekambo-(Congo border)
(iii) Alembe-Lastourville-Moanda-Franceville-Leconi-(Congo border)
(iv) BiFoun-Lambarene-Mouila-Ndende-Loubomo (Congo border)

Current status and technical standards of the main Trans-Central African Highway (agenda items 5 and 6 cont'd)

15. The representative of the ECA Executive Secretary called the attention of participants to the current status and technical standards indicated in ECA documents, and requested member countries to submit an update of that information on the following formats

(a) The length of road section in each country of the main TCA Highway

(b) The surface characteristics of the Highway in each country, designated in the three catagories of asphalt, earth and gravel; and their respective lengths therein and

(c) The design standards of the TCAH in each member country.

16. The current status and technical characteristics of the main highway submitted by members present are summarized in annex II, and attached to this report.

17. The representative of the ECA Executive Secretary also requested participants to submit the following information to ECA as soon as they got back to their countries, to complete the updating of available data on TCAH.

(d) The current status and technical data on the feeder roads to the TCAH;

(e) Road side facilities and services available in the TCAH influence area, and

(f) Any other information on the transportation situation considered pertinent and useful to the travelling public.

Consideration of the programme of work of the Committee (agenda item 7)

18. A member of the ECA secretariat introduced document TRANS/TCAH/84/5 containing the programme of work proposed for the Committee. He explained that the programme was divided into four parts, and dealt with, respectively, improvement of infrastructure, facilitation of travel and trade, maintenance monitoring and evaluation; and finally co-ordination of resource mobilization for implementation of priority projects.

19. Regarding maintenance performance requirements, he introduced the ECA Handbook of Road Maintenance in Africa(a copy of which was then distributed to each participant in the language of his choice), and added that the Committee would still need to produce specialized maintenance manuals suitable for the peculiarities of the Tripoli-Windhoek terrain (such as, for instance, the problem of shifting sands in the Sahara), if maintenance performance was to be improved.

20. The meeting then considered the work programme item by item, and adopted it with a minor amendment in para.3, page 2, whereby "short and medium term" was substituted for "immediate and near future".

21. The approved work programme is annexed to this report (annex III).

Other matters (agenda item 8)

22. The representative of the Executive Secretary informed the meeting about the forthcoming Joint ECA/Nordic Countries FIRST AFRICAN ROAD SAFETY CONGRESS, which was scheduled to be convened at Nairobi, Kenya from 27 to 30 August 1984. Road safety was a matter of grave concern to African Governments, and the Congress, the first ever in Africa, would provide African road administrators and experts the opportunity to exchange experiences with international authorities on the subject, and enhance the formulation of counter-measures against the growing problem of road traffic accidents in the region.

Date and place of the next meeting (agenda item 9)

23. According to the Terms of Reference of the TCAH Co-ordinating Committee, which stipulates that the venue of the regular meeting of the Committee should rotate among member States in French alphabetical order, Angola would be required to host the next annual meeting. However, since Angola was not represented, the Committee mandated ECA to approach Angola and arrange for the next meeting to be held in Luanda in 1985.

Adoption of the report (agenda item 10)

24. The committee adopted its report.

Closure of the meeting

25. On behalf of ECA Executive Secretary, Mr. Tchouta Moussa, thanked all delegations for their active participation and paid special tribute to the Chairman for ably steering the meeting. He also paid tribute to the Vice-Chairman and the Rapporteur who had contributed immensely towards the success of the meeting.

26. The inaugural meeting of the Lagos-Mombasa Trans-African Highway Authority had been held in Bangui in 1980, and the hosting of the inaugural meeting of yet another intergovernmental entity in Bangui clearly demonstrated the commitment of the Central African Republic to support the international community and the African States in their efforts to develop the African continent.

27. The TCAH was the main African gateway to the Mediterranean and would enhance tremendously the plan to establish an African economic community by the year 2000. The United Nations Transport and Communications Decade devoted 50 per cent of its resources to roads; and 30 per cent of the crops lost in Africa would have been saved if the African road transport system had not been so backward.

28. ECA would spare no efforts in bringing the Trans-Central African Highway to all weather standard in the shortest possible time.

29. The Chairman congratulated participants for having achieved the set objectives, namely, the establishment of the Co-ordinating Committee of the Tripoli-Windhoek Trans-Central African Highway, the definition of the general itinerary of the main highway and its feeder links and the adoption of the short-term work programme of the Co-ordinating Committee. He stressed the importance of the mandate given to the Committee indicating that the itinerary adopted met the concern to enable the Highway to play its proper economic role.

30. He stressed the importance that his country attached to the improvement of transport facilities in general and road facilities in particular. He was convinced that the Co-ordinating Committee would spare no effort in carrying out its mandate.

31. On behalf of the people of Central African Republic and on behalf of the National Reconstruction Committee, he wished participants a safe journey back to their respective countries before declaring the inaugural meeting closed.

TERMS OF REFERENCES

OF THE CO-ORDINATING COMMITTEE FOR THE TRIPOLI-WINDHOEK
TRANS CENTRAL AFRICAN HIGHWAY

The Co-ordinating Committee for the Tripoli Windhoek Trans Central African Highway shall be established as follows

Article I: Composition

The Co-ordinating Committee shall be composed of Ministers from each of the countries traversed by the Trans-Central African Highway, namely. Angola, Republic of Cameroon, Central African Republic, Congo, Libyan Arab Jamahiriya, Namibia, Chad and Zaire. It shall also include Ministers from Associate member States interested in the Highway, such as Algeria, Botswana, Gabon, Equatorial Guinea, Niger, Nigeria, Tunisia and Zambia. Other associate member States may become members of the Co-ordinating Committee should they so desire.

Members of the Co-ordinating Committee shall be assisted by one or more alternates at the technical level.

The Executive Secretary of ECA shall be a member of the Committee.

The representatives of certain funding agencies and donor countries shall be designated associate members. Representatives of the specialized agencies of the United Nations and of the OAU, inter-governmental organizations and other appropriate organizations and experts may also be invited to participate by the Co-ordinating Committee.

Article 2: Objectives

The Co-ordinating Committee shall promote and co-ordinate the planning and construction of the Tripoli-Windhoek Highway and its road links with neighbouring countries to an all-weather standard, and the removal of all administrative barriers to international travel and trade with a view to promoting social and economic co-operation among member Countries. To this end it shall:

(a) Issue directives to ECA for the preparation of a co-ordinated work programme for the implementation of the Highway Project;

(b) Recommend to Governments of the member countries concerned, measures for the implementation of the Highway Project;

(c) Explore the possibilities of obtaining external financial and technical assistance for the implementation of the Highway Project;

(d) Assist the participating Governments in the preparation and submission of requests for technical and financial assistance whether provided under the United Nations technical assistance programme or by other organizations and donors;

(e) Review from time to time the execution of road projects and programmes undertaken by participating countries in connection with the Highway;

(f) Take cognizance of appropriate arrangements between or among the Governments concerned on problems connected with the construction and improvement of sections of the Highway and advise thereon;

(g) Recommend measures for improving international travel and trade on the Highway and its road links and shall for this purpose:

(i) Review existing road and traffic regulations in force in the countries with a view to their harmonization.

(ii) Examine regulations and procedures applied to international goods and passenger traffic including customs, transit immigration and health formalities with a view to determining the extent to which they can be made uniform.

(iii) Study and make proposals for the extension of 'in bond' facilities for goods in transit between maritime ports and land-locked countries.

(h) Establish close co-operation with other intergovernmental bodies created within the context of Trans-African Highway projects.

Article 3: Secretariat Services

The ECA Executive Secretary shall provide the necessary secretariat serve for the meetings of the Committee. He shall also endeavour to secure the services of engineers, transport economists and other competent experts from some of the co-operating countries and institutions with a view to strengthening the already existing Trans-African Highways Programme staff assigned from the Transport, Communications and Tourism Division.

Article 4: Rules of Procedure

The Committee shall adopt its own rules of procedure, subject to the provision set out below.

Article 5: Sessions

The Committee shall meet at least once a year, but special meetings can be convened if the need arises.

Article 6: Venue of Meetings

The venues of the meetings shall be fixed by the Committee, preferably in the countries concerned selected in French alphabetical order of the member States.

Article 7: Bureau

At ordinary meetings the Committee shall elect its Chairman, Vice-Chairman and Rapporteur from among the representatives of the African countries concerned. The offices of Chairman and Vice-Chairman shall be filled respectively by the representatives of the host country and the next country in French alphabetical order. The persons so elected shall remain in office until the following general meeting.

On the expiration of the current Chairman's term of office, he shall be succeeded by the Vice-Chairman and a new Vice-Chairman shall be elected in accordance with the procedure set out in the first paragraph of this Article.

Article 8: Convening of meetings

The secretariat of the Economic Commission for Africa shall be responsible for the organization of meetings and the execution of directives given to it by the Committee. The Executive Secretary of ECA, in liaison with the Chairman in office, shall circulate the notes convening the meetings of the Committee, shall establish the provisional agenda, and shall distribute the appropriate documents at least two months before the opening date of the meetings of the Committee.

Article 9: Invitations

The Committee may invite any person considered acceptable and competent to participate in its discussions without the right to vote.

Article 10: Meetings

The Committee cannot hold a valid meeting unless at least a simple majority is present. Each member may be assisted by advisers of its choice.

Article 11: Voting

As far as possible all decisions will be reached unanimously. Should a vote be taken, a decision shall require the affirmative vote of a two-thirds majority of member States, as defined in article 1.

Article 12: Reports and Recommendations

The proceedings of the Committee shall be the subject of a report to be prepared by the ECA secretariat in both English and French, the two versions being equally authentic.

Decisions shall be in the form of resolutions and shall be recorded in a separate document annexed to the report.

Article 13:

The ECA secretariat shall, with the assistance of member countries, be responsible for preparing periodic reports on the implementation of the decisions of the Committee.

Article 14:

The Committee shall present its reports to the Governments of member States, Associate member States and to the United Nations Economic Commission for Africa.

Article 15:

All expenses incurred by participants at meetings of the Committee shall be the responsibility of the Governments and organizations which they represent.

E/ECA/TRANS/19
Annex II

CURRENT PHYSICAL STATUS OF THE TRANS-AFRICAN HIGHWAY

Countries and sections	Type of surfacing			Technical standard			
1. CHAD	Asphalt (km)	Gravel (km)	Earth (km)	Total (km)	Pavement width (m)	Shoulder (m)	Allowable Axle load (t)
Border-Kourizo-Pass	-	-	100	100	6	1.5	13
Kourizo-Pass Koui-Zour	-	-	330	330	"	"	"
Zour-Shenda-Faya	-	-	525	525	"	"	"
Faya-Koro-Toro	-	-	270	270	"	"	"
Koro-Toro-Moussoro-Massakory	-	-	315	315	"	"	"
Massakory-Massaguet-N'djamena	78	-	60	138	"	"	"
Total	78	-	1600	1678			
2. CAMEROON							
Koussari-Maltam	-	-	26	26	6	1.5	10
Maltam-Maza Mbroua	200	-	-	200	6	1.5	10
Mbroua-Garoua	213	-	-	213	6	1.5	10
Garoua-Ngaoundere	286	-	-	121	7	1.5	10
Ngaoundere-Garoua-Boulai	-	-	-	350	7	1.5	10
Garoua-Boulai-Bertoua	-	270	-	270	6	1.0	10
Bertoua-Batouri-Kenzo-CAR border	-	350	-	350	6	1.0	10
	-	313	-	313	9	1.0	10
Total	799	743	26	1537			

Countries and sections	Type of surfacing				Technical standards		
3. CAP	Asphalt (km)	Gravel (km)	Earth (km)	Total (km)	Pavement width (m)	Shoulder (m)	Allowable axle-load (T)
Gamboula-Berberati		100	-	100	7	1.5	13
Berberati-Mbla-Salo	-	190		190	7	1.5	13
Salo-Bomassa	-	-	120	120	"	"	"
Bomassa-Ouesso	-	-	70	70	"	"	"
Total		290	290	580			
4. CONGO							
Bomassa-Ouesso	-	-	70	70	7	1.5	13
Ouesso-Liouesso	-	80	-	80	"	"	"
Louesso-Yengo	-	111	-	111	"	"	"
Yengo-Makoua	-	-	44	44	"	"	"
Makoua-Owando	-	71	-	71	"	"	"
Owando-Brazzaville	516	-	-	516	"	"	"
Total	516	282	114	912			
5. ZAIRE							
Kinshasa-Matadi-Ango-Ango-Angola-border	362	-	0	362	6.60	2.20	10

Countries and sections

LIBYA	Asphalt	Gravel	Earth	Total
Tripoli-Misratah	217		-	217
Misratah-Sebah	803		-	803
Sebah El-Agreab	112		-	112
El Agreab-El Gatroun	190			190
El Gatroun Libyan border			300	300
Total	1322		300	1622

ANGOLA				
Matadi-Dondo	756	-	-	756
Dondo-Alto-Hama	143	-	-	143
Alto-Hama-Caconda	258	-	-	258
Caconda-LuBango	203	-	-	203
LuBango-Rocadas	249	-	-	249
Rocadas-Namacunde	141	-	-	141
Total	2199	-	-	2199

Conclusion

Should the Libyan Arab Jamahiriya and Angola accept the itinerary proposed by ECA, that is to say proceed from Tripoli to the Libyan border by way of Sebah and El Gatroun, the total length of the Libyan segment will be 1,622 kms.

Similarly, if ECA's proposed itinerary were followed, the Angolan segment of the Highway will be 2,199 kms long.

This would shorten the Tripoli-Windhoek Highway somewhat to no more than 8,840 kms in all.

Libyan Arab Jamahiriya	1,622 km
Chad	1,766 km
Cameroon	1,537 km
Central African Republic	470 km
Congo	892 km
Zaire	352 km
Angola	2,199 km

APPROVED PROGRAMME OF WORK OF THE CO-ORDINATING COMMITTEE OF THE TRIPOLI-WINDHOEK TRANS CENTRAL AFRICAN HIGHWAY (TCTA)

I. PROGRAMME OUTLINE

TCAH PROGRAMME A:	Co-ordination of infrastructure improvement
TCAH PROGRAMME B:	Facilitation of travel and trade
TCAH PROGRAMME C:	Monitoring and co-ordination of maintenance
TCAH PROGRAMME D:	Co-ordination of resource mobilization efforts

II. PROGRAMME OF WORK

1. The principal objectives of the Co-ordinating Committee of the Tripoli-Windhoek Trans Central African Highway are:

(a) To co-ordinate the planning and physical improvement of the Tripoli-Windhoek highway system to all-weather standard;

(b) To facilitate travel and trade on the Tripoli-Windhoek Highway and its feeder links, by co-ordinating the elimination or reducing of non-physical barriers of administrative and legal nature;

(c) To co-ordinate improved road maintenance operations, and promote establishment and improvement of national and intergovernmental institutions for road maintenance management, and for maintenance training, and

(d) To co-ordinate the mobilization of technical and financial resources, (domestic as well as external), for implementation of programmed work.

A. Co-ordination of infrastructure improvement

2. The first step to be taken in the planning process aimed towards the effort to improve missing links in the Highway is to locate and identify all those missing links or substandard segments in the Tripoli-Windhoek Highway and its feeder roads, essentially by means of a road inventory operation. Road inventory is the basic activity required for planning purposes, and for determining priority projects.

3. The proposed activities of the Co-ordinating Committee in the short and medium term consisting mainly of road inventory and related studies, is detailed as follows:

TCAH Programme A/1 Preparatory activity and launching of road inventory and data collection efforts followed by processing and analysis of the information obtained, so as to determine

the location and nature of the missing links and substandard and deteriorated segments; and preliminary estimates to quantify the resources required to improve and upgrade these sections to the acceptable minimum standard of an all-weather highway.

TCAH Programme A/2: Pre-feasibility and engineering studies, or co-ordination of such studies at the national level, of the identified substandard segments of the Tripoli-Windhoek Highway, to determine the viability and bankability of individual projects, for phased improvement and prioritising purposes.

TCAH Programme A/3: Pre-feasibility study and detailed engineering design, or co-ordination of studies and designs of the feeder roads to the Tripoli-Windhoek Highway.

B. Facilitation of travel and trade

4. Travel and trade in Africa in general, and along the Tripoli-Windhoek Highway system in particular continue to be impeded not only by lack of adequate infrastructure, but also by non physical obstacles of an administrative and legal nature. To determine the extent of these obstacles in the field, it would be necessary to conduct a study along the Highway and investigate current transit conditions, particularly at the frontiers between member countries. Only then can the Co-ordinating Committee be able to formulate effective remedial measures. Proposed activities of the Committee in this respect are detailed as follows:

TCAH Programme B/1: Determination of the nature and extent of non-physical barriers at frontiers of member States and along the Highway in general, by actual investigation of current travel and trade arrangements at all border crossings, and at interim barriers if any.

TCAH Programme B/2: Review of the design standards and traffic regulations prevailing in member countries, with a view to determining whether and to what extent these can be made uniform.

TCAH Programme B/3: Preparation of inter-State treaties, agreements and related legal instruments designed to standardize procedures and regulations concerning customs, immigration, exchange control and traffic matters.

C. Monitoring and co-ordinating of maintenance

5. The state of maintenance of roads throughout Africa is generally considered grossly defective; and the Tripoli-Windhoek Highway system is no exception. Another important function of the Committee is therefore the monitoring and evaluation of the quality of maintenance operations in member countries. Concerted efforts would need to be made to coordinate improved maintenance performance. Since lack of trained

manpower throughout the region is a high contributing factor to the chronic deficiency in road maintenance, seminars and joint training programmes, (preferably at multi-national centres in member countries), of maintenance personnel is considered useful in the continuing effort to improve the level of maintenance. The following activities are proposed for consideration by the Co-ordinating Committee.

TCAH Programme C/1: Monitoring and evaluation of maintenance performance on the Tripoli-Windhoek Highway and its feeder links to determine the quality of the riding surface as well as the extent of deterioration of the roadway and structures; and establishment of a data base on the backlog of postponed maintenance activities, reasons for non performance, and on expected future increases in costs of rehabilitation and in vehicle operating costs.

TCAH Programme C/2: Organization of maintenance seminars to improve awareness of member governments of the importance of timely and efficient maintenance operations; and the consequences of postponed maintenance activity in the form of increased vehicle operating costs, and expensive reconstruction and rehabilitation later.

TCAH Programme C/3: Preparation of maintenance manuals and handbooks to assist maintenance personnel in Africa (where such Handbooks are scarce), and particularly geared to the terrain and environment of the Tripoli-Windhoek region.

D. Co-ordination of resource mobilization efforts

6. The Committee may wish to co-ordinate national efforts in resource mobilization, and initiate concrete action aimed at programmed negotiations with donors to obtain external financing to supplement domestic efforts at the national level, for the effective implementation of programmed work. The following specific activities are proposed

TCAH Programme D/1: Scheduled negotiations with international financial institutions, friendly and co-operating industrialized nations for bilateral and multilateral financial and technical assistance to implement projects for the improvement of missing links and substandard segments in the Tripoli-Windhoek Highway, and eventually in the feeder roads.

TCAH Programme D/2: Organization, in co-operation with the ECA secretariat, of Pledging Conferences and/or Technical Consultative Meetings, to familiarize and sensitize interested donors with individual projects on the Tripoli-Windhoek axis.

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LC/NAIROB

REPORT OF THE PREPARATORY MEETING OF THE WORKING GROUPS OF THE INTER-STATE FACILITATION COMMISSION OF THE CAIRO-GABORONE TRANS-EAST AFRICAN HIGHWAY AUTHORITY

A. ORGANIZATION AND ATTENDANCE

1. The preparatory meeting of the Working Groups of the Inter-State Facilitation Commission of the Cairo-Gaborone Trans-East African Highway Authority was held at Addis Ababa, Ethiopia from 24 to 25 September 1984.

2. The meeting was attended by representatives of Egypt, Ethiopia and the Sudan (members); and a representative of the GDR attended the meeting as an observer.

B. PROGRAMME OF WORK

The meeting adopted the following programme of work:

Monday 24 September 1984

8.30 - 9.30	REGISTRATION
10.00 - 10.45	OPENING OF THE MEETING
	(a) Opening Statement by the Chairman of the Inter-State Facilitation Commission (Egypt)
	(b) Welcome Address by the Executive Secretary of ECA
	(c) Address by any other Head of delegation
	BREAK
11.00 - 12.30	Consideration of agenda items 2,3
	(a) Adoption of the agenda and organization of work
	(b) Consideration of the Plan of Action of the Commission and the role of the Working Groups
	BREAK
15.00 - 17.00	Consideration of agenda item 4
	- Detailed Programme of activities of:
	(a) The Working Group on Immigration (b) The Working Group on Customs (c) The Working Group on Traffic Regulations

Tuesday 25, September 1984

9.00 - 12.00	Consideration of agenda item 4 (cont'd) 5,6
	(a) Programme of activities of the Working Groups (Cont'd)

	(b) Any other matters (c) Date and Place of the next meeting
15.00 - 17.00	FREE
18.00 - 19.00	(a) Adoption of the Report (item 7) (b) Closure of the meeting

C. OPENING OF THE MEETING

4. In his brief opening statement, the Chairman of the Inter-State Facilitation Commission of the TEAHA, Mr. Abdel Maksoud Ahmed Sadek of Egypt welcomed representatives to the Preparatory Meeting of the Working Groups.

5. He expressed delight in opening the meeting and stressed that the work of the Groups was very important because without facilitation, the good road infrastructure being developed cannot be efficiently used.

6. He pointed out that the task of one meeting was to explore every possibility of eliminating all types of non-physical barriers to the free movement of persons and goods on the TEAHA system.

7. In conclusion, he urged the meeting to carefully study the various problems of road transport facilitation and to make sound suggestions for viable solutions to the problems in accordance with ECA's over-all objective of promoting economic development in the African region.

8. On behalf of Professor Adebayo Adedeji, United Nations Under-Secretary-General and Executive Secretary of the Economic Commission for Africa, Mrs. T.W. Kacperska, Officer-in-Charge of the Transport, Communications and Tourism Division, welcomed the Chairman and delegates of the Working Groups and thanked the host Government for facilitating the meeting.

9. She pointed out that impediment to Inter-State travel in the region was not only caused by lack of transport infrastructures but by administrative and legal non-physical barriers.

10. She observed that the approval of the establishment of the TEAH Inter-State Facilitation Commission, consisting of Customs, Traffic and Immigration Working Groups by the governing body was praiseworthy and a recognition of the collective approach to self-reliance and self-sustained development.

11. She emphasized that the objective of the meeting was to review the work programme and establish a time schedule for carrying out the approved work programme and pointed out that the Canadian International Development Agency had agreed to fund a pre-feasibility study of the TEAH system, mainly for identifying the extent of efforts in improving sub-standard section in Sudan, Northern Ethiopia and Northern Kenya; and as the study would also identify non-physical barriers, she urged that member States and the Working Groups integrate their facilitation work with the study and actively participate in the study by providing counterparts.

12. In conclusion, she stressed that with the given political will and the dedication of the professionals the non-physical barriers on the TEAH system shall be eliminated.

13. In his brief remarks to the meeting, the representative of Ethiopia welcomed the delegates and expressed the good wishes of Comrade Kassa Gabre, Alternate Member of the Politburo of the Committee of the Workers Party of Ethiopia and Minister of Construction.

14. He referred to the Cairo meeting which had established the objectives of the facilitation programme and observed that while some progress had been made, much remained to be done to achieve maximum transit freedom on the TEAH system, which was a challenge to the three Working Groups.

15. He expressed his Government's commitment to the activities of the Working Groups and indicating internal co-ordination among the concerned ministries and agencies was ongoing and that as Chairman of the Working Group on Traffic Regulations, his country was working in close collaboration with ECA and neighbouring countries.

16. In conclusion, he expressed appreciation to ECA for organizing the meeting and wished success in the deliberations of the meeting.

D. ACCOUNT OF PROCEEDINGS

Adoption of the agenda and organization of work (agenda item 2)

17. The meeting adopted the following agenda:

1. Opening of the meeting
2. Adoption of the agenda and organization of work
3. Consideration of the Plan of Action of the Inter-State Facilitation Commission (IFC) and the role of the Working Groups
4. Consideration of the detailed programme of activities of the IFC and of the Working Groups on Immigration, Customs and Traffic Regulations
5. Other matters
6. Date and place of the next meeting
7. Adoption of the report

Consideration of the Plan of Action of the Inter-State Facilitation Commission (IFC) and the role of the Working Groups (agenda item 3)

18. A member of the ECA secretariat, in introducing document TRANS/TEAHA/IFC-WG/2, on the Plan of Operation of the Commission, underscored the urgent need to determine the composition of each Working Group, and establish the general time schedule of commencement and completion of their work.

19. The following formation of the three Working Groups was suggested, which provides for the participation of the three chairing countries in at least one other Working Group:

(a) Working Group for Customs

(i) Sudan (Chairman)
(ii) United Republic of Tanzania

(iii) Zimbabwe
(iv) Botswana
(v) Ethiopia

(b) Working Group on Traffic Regulations

(i) Ethiopia (Chairman)
(ii) Egypt
(iii) Zambia
(iv) Zimbabwe
(v) Kenya

(c) Working Group on Immigration

(i) Kenya (Chairman)
(ii) Tanzania
(iii) Zambia
(iv) Botswana
(v) Sudan

20. The representative of Ethiopia said his country was prepared to receive and accommodate the CIDA consultants whenever they come. The representative of Ethiopia also confirmed his country's preparedness to call a meeting of the Working Group on Traffic before mid December 1984.

21. The Chairman thanked the leader of the Ethiopian delegation, and instructed the ECA to communicate with Kenya and the Sudan, and receive confirmation of support for the programme of Work and the CIDA study.

22. The meeting approved the composition of the Working Groups as proposed, reviewed and adopted the Plan of Action (annex I) and the Terms of Reference for the Feasibility study (annex II) as presented, and urged that efforts be made by each member country to receive and facilitate the work of the CIDA consultants by providing counter part personnel and local transport to ensure the success of their studies. The meeting also affirmed its resolve to commence all work within 1984, including the inaugural meeting of each Working Group at venues to be determined by each chairman.

Consideration of the detailed Programme of Activities of the IFC and of the Working Groups on Immigration Customs and Traffic Regulations (agenda item 4)

23. A member of the ECA secretariat introduced document TRANS/TEAHA/IFC-WG/3 concerning the programme of activities of each Working Groups (Customs, Traffic Regulations and Immigration). He added that the establishment and functioning of the Working Groups was crucial for the smooth flow of Traffic and Trade along the Cairo-Gaborone Highway.

24. The representative of Ethiopia said the Terms of Reference for Traffic Regulations was acceptable to his delegation as proposed.

25. The Chairman instructed the ECA to get in touch with the other two Chairmen (Sudan and Kenya) and ascertain that the terms of reference for, (respectively,) the Customs and Immigration Working Groups are acceptable to those two member countries.

Any other business (agenda item 5)

26. The Chairman, under this item, described briefly the progress being made in the improvement of the Cairo-Gaborone Trans-East African Highway within Egypt. He stated that the Cairo-Aswan highway was fully operational, and that improvement of the Aswan-Sudan Border road, which was started some 3-4 years previously, was scheduled to be completed before the end of 1984. He further reported that with the mutual agreement of the two adjoining states of Egypt and the Sudan, the improvement will extend 100 km into the Sudan, to terminate the upgrading work at the first principal town within the Sudan, rather than at the border post; and that the work would be completed by the end of 1985.

27. Finally, he said that because the road from Cairo to Aswan was beginning to be congested, a study was underway to construct a brand new, dual-carriageway from Cairo to Assiut, the half way mark between Aswan and Cairo. The study would be completed after 10 months, after which the implementation phase would commence.

28. The representative of Ethiopia reported that the missing link in his country was the Azezo Metema segment, but that feasibility study for that section was complete and that financing was being sought. Service to-traffic improvement as scheduled to commence in 1985.

29. The meeting was also informed by the ECA representative that the missing link within Kenya was the segment from Mayale to Isiolo which had recently been regraded for traffic service; and that the section that would really require major improvement was the Khartoum-Wadi Half Section of the Sudan, where the CIDA Consultants should focus their efforts and determine the resources required to upgrade it to all-weather standard.

30. The other problem sections were described to be the Arusha-Dodoma-Iringa section within Tanzania where the Government was engaged in improvement works, and the short Simba-Livingstone section within Zambia, which should be completely upgraded very soon.

Date and place of the next meeting (agenda item 6)

31. The next meeting of the Chairmen of the Working Groups would be held co-incidentally with the next meeting of the Inter-State Facilitation Commission and that of the Governing Council of TEAHA, scheduled to be held at Harare, Zimbabwe late in 1984 or early in 1985.

Adoption of the report (agenda item 7)

32. During the final session the meeting adopted its report as presented.

Closure of the meeting

33. In his closing statement, Mr. Abdel Maksoud Ahmed Sadek, Chairman of the Working Groups of the TEAHA Inter-State Facilitation Commission and Director of the Roads and Bridges Public Corporation of Egypt, thanked participants for their hard work and dedication, and their devotion to the effort to facilitate travel and trade along the Cairo-Gaborone Highway. He paid tribute to the ECA, and particularly to its Executive Secretary, Professor Adebayo Adedeji, whose untiring effort to the development and prosperity of the African Region in general, and the development of an efficient African transport system during the UN African Transport Decade in particular was a commendable effort bearing fruitful results all over the continent.

34. He then declared the preparatory meeting of the Chairmen of the Working Groups closed.

PLAN OF OPERATION OF THE INTERSTATE FACILITATION COMMISSION

Background and introduction

Travel along the Trans-East African Highway and its feeder links continues to be hampered not only by lack of adequate infrastructure, but also by legal and administrative barriers.

The Governing Council of Ministers of the Cairo-Gaborone Trans-East African Highway Authority during its second regular meeting held from 3 to 5 March 1983 at Cairo, Egypt, recognizing the fact that the Cairo-Gaborone Highway would become fully operational only if non-physical barriers are reduced or eliminated to facilitate the use of its infrastructures, decided to establish forthwith the Inter-State Facilitation Commission (IFC), as foreseen in the approved work programme of TEAHA.

The Inter-State Facilitation Commission that the Council has decided to establish should aim to work towards the provision of maximum freedom of transit in the Trans-East African Highway system with particular attention paid to freedom of unrestricted access to road-users on the Cairo-Gaborone Highway. This would include, but should not be restricted to, taking a census of existing treaty arrangements between member countries regarding customs, immigration, exchange control, etc., in the effort to bring about common acceptance by all member States of the relevant agreements where this is at present lacking. The Facilitation Commission should also endeavour to effectuate accession to all international conventions and agreements governing international travel and trade, including importation of goods, immigration, foreign exchange facilitation, visas, other border formalities; as well as road-side development items such as lodging, fueling and in general all the facilities required for the convenience of the travelling public.

The task facing the Inter-State Facilitation Commission is not easy by any standard, as the barriers to rapid "through" movement of persons and goods could not be destroyed easily unless the concerted effort of all member states is mobilized to achieve substantial uniformity and standardization of facilities and systems.

The most outstanding issue concerning the IFC is to review current regulations in member States affecting the movement of persons and goods across frontiers and the movement of traffic along the Cairo-Gaborone Highway.

The IFC may also concern itself, eventually, with road user-conveniences as mentioned earlier, but its primary objective should be to tackle regulations affecting international travel. Towards that end, the Commission will have subordinate working groups for (a) Customs, (b) Immigration and (c) Traffic regulations, with different member States, preferably on voluntary or "demonstrated interest" basis, assigned to head these "Working Groups".

The programme of work of each of the three Working Groups shall be dealt with under the appropriate agenda item. The Commission will nevertheless have to co-ordinate, harmonize and control their activities to optimize their effectiveness and efficiency.

Indicative work programme of the IFC

1. The Commission shall study the international travel and trade arrangements at all the borders of the main Cairo-Gaborone Highway with a view to easing the administrative constraints on international travel.

2. The IFC will review existing design standards with a view to determining whether and to what extent these can be made uniform.

3. The Commission shall carry out a survey of existing road traffic regulations in member countries with a view to:

(i) publicizing these for the benefit of international travellers

(ii) determining to what extent they can be made uniform

4. The Commission, after taking a census of existing treaty arrangements between and among the eight member States of the TEAH, would then concern itself to drafting inter-State agreements and treaties regularizing their obligations. (In establishing the TEAH, the eight member countries and nine associate member countries have established the condition precedent to such agreements). The treaties need to cover customs, immigration, exchange control and road traffic matters specifically.

A check list of such treaties and agreements is as follows:

(a) Inter-State Road Transport Permit Agreement
(b) Trans-East African Vehicle Driving License Agreement
(c) Trans-East African Vehicle Insurance Agreement
(d) Inter-State Transit Systems Agreement
(e) Miso consultations agreement
(f) Convention on free movement of goods and persons
(g) Currency exchange agreement at border posts
(h) Gradual abolition of visas in the trans-east area
(i) Temporary visas at border posts
(j) Harmonization of border post opening hours
(k) Establishment of common border posts

The principal objective of the Inter-State Facilitation Commission is to determine the extent of the problem of non-physical barriers to the freedom of travel and trade along the Cairo-Gaborone Highway, formulate measures designed to eliminate or reduce their effects on international exchanges, and implement these measures to ensure the fullest utilization of the Trans-East Highway system.

Implementation of these measures may be achieved through the establishment of interstate Working Groups on customs, immigration and traffic regulations, under the direction, supervision and control of the Commission.

ACTION PROPOSALS

Based on the introductory note provided above, the commission may wish to take decisive action along the programme of activities outlined below:

I. General framework

1. Composition of the Commission:

The Commission shall consist of customs, immigration and road transport officials of member States through which the Cairo-Gaborone Trans-East African Highway passes, that is to say:

"The Arab Republic of Egypt, the Democratic Republic of the Sudan, Ethiopia, the Republic of Kenya, the United Republic of Tanzania, Zambia, the Republic of Zimbabwe and the Republic of Botswana".

The Commission may co-opt such other officials as it may deem necessary for the discharge of its responsibilities.

2. Objective

The objective of the Cairo-Gaborone Trans-East African Highway is to promote inter-state and travel. Beyond this is the ultimate objective of any investment in transport, which is the advancement of economic development and growth through the establishment of a more efficient transport system which facilitates the movement of goods, people and ideas. Clearly an inadequate road system may constitute a major physical barrier to regional economic development, however, it is frequently the non-physical barriers which limit the usefulness of road investments as instruments of development.

The immediate objective of the Interstate Facilitation Commission of TEAHA is therefore identify and document those legal and administration barriers that are actually hindering the smooth flow of traffic and trade along the Cairo-Gaborone Highway (and ultimately along the TEAH system as a whole), and formulate measures and proposals designed to eliminate or reduce to a minimum its effects, in order to permit the fullest utilization of the network. The IFC should then, in a subsequent phase or phases of the exercise, concern itself with the effective implementation of those measures and recommendations, after its Governing Council shall have approved the measures.

3. Initial meeting of the IFC

A preliminary meeting of the Interstate Facilitation Commission shall be held at ECA headquarters, unless a member country offers to host the initial meeting. It shall be followed by a three day working conference leading to agreement on procedure, detailed job planning, a calender time-table and checklist of activities to be carried out.

4. Allotment of work

The allotment of work among the various groups and individuals and teams there-in shall be agreed. The tasks to be performed and the team or individual to do that would be agreed and listed.

5. Arrangements for field surveys

Arrangements shall be made for and detailed itineraries worked out to show in general terms the order in which the various tasks will be done. Dates shall be tentative at that preliminary stage, and should be regarded as targets which the Commission Groups shall try to achieve, but due to the large distances involved and the uncertainities of travel in the region, one should not at this stage expect to provide precise dates.

6. Liaison with other bodies

The Commission is expected during the initial period, to initiate efforts to develop and maintain contacts with international bodies, national ministries, private industrial organizations, academic bodies, and the principal automobile organizations which provide useful information on a broad background on relevant aspects of the study.

7. Prior to commencement of the actual field work, a certain amount of specific preparatory work would be required, both for the desk work and to prepare general guidelines for field activities. A calender time-table needs to be established. The following broad outlines of work are therefore considered useful, and should be reviewed with a view for adoption.

(a) Plan to visit to ECA HQ at Addis Ababa for consultation and to gather all available information.

(b) To liaise with each member country properly, contact personalities in government and private concerns involved in transport, etc., primarily to establish and maintain channels and also to obtain relevant information.

(c) Plan to visit national ministries, agencies, regional and district offices, to obtain the data required for the study. In each country, plan to visit each of the following offices:

(i) UNDP and IBRD Resident Representatives
(ii) National, Regional and District Planning offices
(iii) All development Ministries, banks, insurance agencies
(iv) Any foreign mission which may be assisting with planning within the eight member countries
(v) Consultants working in member countries on development projects

8. Action expected from member States

Member States are expected to co-operate fully with the Commission by seconding experts and others to work with the Commission by facilitating the study and research work in their territories, and providing local transportation and other physical and moral help that could ensure the success of the venture.

Specifically, each member country shall:

(i) Submit (forthwith) the names of national staff seconded to the Commission, in response to specific requests of the Commission for secondment. This should be accomplished before the target date the Governing Council shall have established for the Commission to commence work.

(ii) Much of the information required may be contained in confidential reports or be in files of consultants working in member countries to be studied. In the case where the Commission may encounter difficulties in gaining access to this information, member Governments concerned should facilitate the collection of data pertinent to the study.

(iii) The study will of necessity involve an international comparison of statistics, which will most certainly involve being faced with considerable discrepancies, particularly in the case of trade statistics. Thus the records of a country (A) showing its exports to another country (B) rarely coincide with (B's) accounts of its imports from (A). The differences may be due to differences in customs classification, or to the time at which figures are collected. Those differences should be analyzed in detail wherever feasible, and member countries should co-operate fully with the Commission to reconcile all such conflicting figures and difference, in order to avoid averaging of figures and publish figures which are not credible.

(iv) The following ministries and departments in member countries need to be alerted, put in the picture, and advised by member Governments to co-operate fully with the Commission, and to assure its success:

(a) Ministry/Commission of National Planning, and their regional planning authorities
(b) Ministries of the Interior or Local Government, and their district offices or administrative centres
(c) Ministries of Transport and Communications
(d) Ministries of Works, and/or Supply
(e) Ministries of Construction

(f) Ministries of Roads and Road Traffic
(g) Ministries of Finance
(h) Ministries of Agriculture, Fisheries, Forestries
(i) Ministries of Mines
(j) Ministries of Tourism
(k) Ministries of Trade

(v) The Governments should also facilitate, contacts and effective co-operation with the following agencies in their countries:

(a) Central statistics offices
(b) Major airlines
(c) Bus Companies
(d) Railway Companies
(e) Highway Authorities, or Roads and Bridges Public Corporations
(f) Truck Transport Firms
(g) Shipping
(h) Travel Agents
(i) Import/Export Agents
(j) Customs Authorities
(k) Immigration Authorities
(l) The Police
(m) Banks

(vi) The Minister designated to represent his country on the TEAHA Governing Council (or his designated representative) must be delegated by Government to act as the official responsible for the Commission's activities in his country and be relied upon to facilitate the Commission's work.

II. Programme of work

It is anticipated that the IFC would achieve the initial phase of its work in 12 months, with a subsequent "implementation" phase of 3-4 years, which would involve an action programme of actual revision and unification of road design standards, highway and traffic regulations, and customs and immigration procedures between the member countries of the TEAH. When fully realized, the collective measures taken by member countries shall have radically improved international trade in the region.

The Commission should consider accomplishing the first phase, which would involve a thorough study of the nature and extent of existing constraints in 3 parts as follows:

PART I - Desk study and Preparation (3 mos.)

PART II - Field Investigations and Surveys (6 mos.)

PART III - Preparation of Reports and Recommendations (3 mos.)

Clearly, some overlap should always be expected, where work in PART I may spill over into PART II or even III, and vice versa.

PART 1 STUDIES

The immediate objective of this part of phase I, i.e. the studies is for the IFC to assemble, get organized, gather as much general information as possible, and make all the preparations necessary for the field investigatives. The Commission may therefore adopt the following methodology for this task.

(a) Statistical data

The Commission will obtain from Governments, African intergovernmental and international organizations and any other source of relevance, sufficient data and information on legal and administration constraints on travel and trade along TEAH. In order that the data may be of maximum use for projecting trends, it shall also gather information as far back into the past as possible. As information is gathered, it should at the same time be assessed for reliability and suitability for the purposes to which it shall be put, in order to avoid drawing spurious conclusions from the analysis.

(b) Economic studies

The Commission shall define the zone of influence of the Trans-East African Highway in each of the eight member countries. Where particular legal and administrative changes are susceptible to economic analysis (e.g. changes in existing vehicle weight regulations). Costs and benefits should be assessed to test economic feasibility of the proposal. Priority should be given to services of intra-African trade.

(c) Legal and administrative studies

The international status of the TEAH, and the legal status of other international transport links should be studied to determine the legal status of the Cairo Gaberone Highway.

(d) Traffic regulations

Traffic ordinances of each country in the Trans-East African Highway region should be studied with a view to making recommendations for standardization where appropriate. These would include vehicle sizes and weights, allowable axle loads, vehicle licensing driver testing, validity of foreign licenses, insurence, road design standards, and customs procedures of vehicles.

(e) Frontier posts

The Commission will determine and document precise descriptions of the position and physical layout of the posts. The document on frontier posts should also provide detailed comments on the operation of each frontier post, together with recommendations for any changes in operation which may seen to be needed.

(f) Frontier formalities

For each Trans-East African Highway Country, information should be assembled on the formalities to be observed at the frontier posts for both entering and leaving. The formalities to be specifically studied include: police, health, immigration, customs, currency restrictions and tax clearance.

(g) Existing trade

As details on trade restrictions, such as any bans, quotas or quarantine restrictions, likely to inhibit the flow of trade should be assembled. Trade values between the eight countries, split by mode whenever possible, would be useful. Also the volume of trade between the eight countries, split into the main commodities traded and by mode, wherever possible should be collected and documented. Freight rates for commodities moved along the Cairo Gaborone corridor should be gathered.

(h) Existing passenger movement

Details of visa requirements and other restrictions on personal movement should be assembled. The volume of passenger travel between the eight countries should be established by mode of transport, broken down into (a) African (b) non-African and (c) business passengers. Passenger fares by mode of transport should also be gathered.

(i) Existing road travel

The volume of passengers and vehicles, (classified by type) on the line of the Trans-East African route should be gathered from the available records of each country. Measurements of delays to vehicles should be made at each of the frontier posts.

(j) Future trade

Forecasts of likely level of future trade should be made under each of three hypothesis:

(i) with the existing road plus any sections already planned or likely to be carried out in the next few years because of their economic viability

(ii) with the complete Trans-East African Highway, including non-viable sections

(iii) with the completed Trans-East African Highway, plus any administrative changes that may be recommended.

(k) Future passenger movements

Future passenger movements should be estimated under the same three hypothesis as (j) above.

(l) Future road traffic

(i) Future volume of traffic should be estimated under the same hypothesis as (j) above

(ii) Estimates of likely delays should be made possible by applying observations at other frontier posts in Africa carrying amounts of traffic similar to those estimated under (j) above.

(m) Accuracy of forecasts:

The studies of future events outlined in sections (j), (k), and (l) will depend largely on the availability of reports on other projects by Government departments or consultants. If no reports exist, or are not readily available, the Commission and its Working Groups should make approximate estimations.

(n) Economic analysis

(i) Cost of existing delays

This data (expressed as a monetary value per vehicle-hour) should be collected from the member Government concerned or from other sources.

(ii) Cost of future delays

From the data in future road traffic and cost of existing delays above, the total cost of the likely future delays should be estimated for each frontier post.

(iii) Method of reducing delays

The background information relating to experience in other parts of the world should be studied with a view to formulating, for particular posts, one or more methods of reducing delays, and estimating the size of the reduction. (The methods might be the employment of additional staff, new or altered buildings, redrafting forms, changes in procedures, etc.).

(iv) Direct costs of reducing delays

The direct costs of the methods suggested above in (iii) should be quantified.

(v) Indirect costs

Apart from the direct costs mentioned above in (iv), any suggested methods would probably involve indirect costs for administrative, overhead, which may not be easy nor necessary to quantify.

(vi) Economic viability

Any reduction in the cost of future delays should be counted as a benefit to the method under consideration, and should be compared with its direct cost in order to determine its viability, costs and benefits should be discounted to present value for the purpose of comparison.

(vii) Recommended changes

Changes should be recommended whenever benefits exceeds costs. In the case of any post where it proves possible to consider more than one mutually exclusive alternative the alternative economically most attractive should be recommended.

(viii) Recommended timing

Ideally the timing of any change should be for that year in which its net present value first exceeds zero, and the Commission should endeavour to indicate the time at which changes may be needed by using this criterion. In the case of uncertainties attached to forecasts of frontier traffic, such timing may not be precise. The Commission and it organs therefore also express recommendations in the form of traffic threshold 1/ levels at which the changes should be carried out.

(ix) Other recommendations

The analysis of delays outlined above involves the comparison of certain benefits with their associated costs. However other aspects of the study may not permit analysis in this manner, as only costs, and not necessarily their benefits may be measured, especially since some countries (Kenya, Tanzania, Zambia, Zimbabwe and Botswana) drive on left while others (Egypt, Sudan and Ethiopia) drive on right. Standardization recommendations in this matter could estimate the costs but not necessarily the benefits. Measurements of this nature should therefore be recommended on strategic considerations, and then a least-cost method should be sought for putting them into effect.

(o) Social benefits

There will inevitably be social benefits to any recommendations that may be made. For example, improvement to a border crossing can mean that some people receive benefits due to improved access to medical or educational facilities. If any instances are found where these benefits appear important, they should be mentioned without necessarily quantifying them.

1/ Threshold traffic values are those densities of traffic, in vehicles/day, at which it becomes economically worthwhile to upgrade the road to the next higher standard.

PART 2 - FIELD ACTIVITIES

The following guidelines for field investigations and studies are proposed for review and adoption by the Commission.

1. Determine the total volume and value of international trade for each member country, split by main commodities, mode of transport and countries traded with by visiting any or all of the development ministries, major airlines, and central statistics offices.

2. Determine the volume of trade and freight traffic crossing the borders at frontier posts on the TEAH route, by

   (a) enquiring at central authorities in the capitals;

   (b) inspecting records at the frontier posts;

   (c) observation at the frontier posts.

3. Determine the total volume of international passenger movements for each of the 8 countries, split where possible into African and non-African tourists and business passengers.

4. Determine the volume of passenger movements across the border at the frontier posts on the Cairo-Gaborone route, split into African, non-African and business groups, by

   (a) enquiring at the central authorities in the capital;

   (b) inspection of records at the frontier posts;

   (c) by conducting origin- and-destination surveys at the frontier posts.

5. Establish the freight rates for international transport along the line of the Cairo-Gaborone Highway and prepare a vehicle operating-cost matrix, by enquiring at transport ministries and agencies, the major airlines, trucking companies, import/export agents and shipping companies.

6. Establish the cost of international passenger travel along the Trans-East African Highway line from major airlines, bus companies, railway companies, shipping companies and travel agents.

7. Determine the volume of vehicular traffic on the route by:

   (a) enquiring with the central authorities in the capitals;

   (b) measuring the flow along the Cairo Gaborone route.

8. Determine the volume of vehicular traffic crossing the borders at the relevant frontier indicated with large circles on the TEAH highway map, (CART-4-80-16-Rev1,) with the exception of the Zimbabwe borders, by:

(a) enquiring with the central authorities in the capitals;
(b) inspection of the records at the frontier posts;
(c) conducting origin-and-destination surveys at each frontier.

These surveys shall record

(i) Type of vehicle
(ii) Origin
(iii) Destination
(iv) Type of freight carried
(v) Approximate weight of freight
(vi) Number of passengers
(vii) Trip purposes of passenger split into African Tourists, non-African tourists and business passengers.

9. Determine the prices of various grades of diesel fuel and petrol at stations along the route

(a) by enquiring at the headquarters of the oil companies
(b) by observations along the route

10. Collect the traffic ordinances for each country, making sure that the following points are specifically covered

(a) rule of the road
(b) vehicle weights and sizes
(c) axle loadings and configurations
(d) vehicle lighting and marking
(e) vehicle road-worthiness
(f) vehicle licensing
(g) driver testing and licensing
(h) validity of foreign licenses
(i) insurance of vehicles and drivers
(j) road signs and markings
(k) highway design standards
(l) customs procedures for vehicles.

These items of information will be gathered from ministries of Transport, and Communications, the highway departments, the police, customs, and insurance companies.

11. Determine, by direct observation and enquiries en route, to what extent the ordinances listed above are observed in practice.

12. Prepare a complete road-log for each segment of the TEAH observed. This may be compiled from observations and measurements made during field trips along the Cairo-Gaborone Highway. Measurements required would be maximum speeds, net journey time and distance travelled, using vehicle speedmeters, chronometers and vehicle tripmeters. Traffic counts should be made of all vehicles met or overtaken during the course of the reconnaisance. Observations made would also include travel facilities along the routes and the economic characteristics of the areas adjacent to the routes. Technical conditions of the existing road should be examined and noted in some detail. Keys should be used to denote such roadway characteristics as river, rail and possibly ferry crossings, traffic roundabouts, any other major intersections and interchanges, and all junctions. Customs and police checks at frontiers and elsewhere should also be logged.

13. Prepare a list, for each country, of the bans, quotas and quarantine restrictions obtained from the ministries of trade, commerce, transport, finance and agriculture and forestry and their agencies, and from banks and import export agents, ministries and agencies; and banks and import/export agents.

14. Determine the restrictions on immigration and emigration, from the

(a) Ministry of the Interior
(b) Ministry of Foreign/External Affairs
(c) Ministry of health
(d) Police Commission/Department,
of each country.

15. Make a detailed examination of the existing customs procedures in each of the 6 countries, covering imports, transit goods, exports and re-exports. The examination shall be in two parts.

(a) an examination of the procedures laid down by the central authorities
(b) an examination of what actually happens at the relevant frontier posts.

16. Prepare a description (with sketch maps) of the physical layout of the frontier posts.

17. Determine the approximate cost of operating the relevant frontier posts, split into wages and overheads of:

(a) customs
(b) police
(c) health

This information should be gathered from the central authorities in the capitals, or by visiting the provincial offices.

18. Gather details of the administrative structure (including organization charts and manuals of procedures) applicable to the operations of the frontier posts for customs and all other functions. These should be obtained from the central authorities in the capitals.

19. Gather details of the administrative structure which actually holds at the frontier posts, for (a) customs and (b) for other functions. These should be gathered at the provincial offices and at the frontiers.

20. Prepare an appraisal of the operation of the frontier posts for customs and the other functions. This task would include carrying out measurements of delays to vehicles while passing through the border procedures. It should be done in conjunction with the origin-and-destination surveys mentioned earlier.

21. Carry out delay studies at ferries, and major river crossings, if any.

22. Prepare an appreciation of the ability of the member country to put any recommended changes into practice, for customs and for the other functions.

23. Gather details of the legal status of other international transport routes by:

(a) liaising with the relevant international bodies;
(b) consulting persons of standing in the field of transport law.

24. Gather material suitable for use in preparing recommendations for the establishment of any subsidiary or advisory bodies of Commission.

25. Note any social benefits that might be generated by the project.

PART 3 ANALYSIS OF FIELD WORK AND PREPARATION OF THE REPORT ON STUDIES

The Commission and its working group and teams will complete its field work by the end of September 1984, and assemble at Addis Ababa or at any other venue the Council and the Commission may decide, to discuss and agree on procedures required to analyse the data and information collected, and prepare its report and recommendations on implementation of the measures that would facilitate travel and trade along the Cairo Gaborone Trans East African Highway. Members of the Commission may then disassemble and carry out assigned duties, individually or collectively as agreed, and meet as required to finalize its work on phase I.

An outline of the tasks and activities required which may be carried out by designated individuals, teams or working groups, is listed below for review and adoption. These tasks may be accomplished individually or collectively, as the case may be, and as decided by the Commission.

1. Prepare an assessment of the reliability of the data gathered.

2. Prepare an economic description of the areas studies.

3. Prepare recommendations concerning the international legal status of the Cairo-Gaborone Trans-East African Highway Authority.

4. Write a concise account of variations in the traffic regulations between the countries, with recommendations for standardization.

5. Produce descriptions (with maps) of the location and layout of the frontier ports.

6. Write an appraisal of the operation of the frontier posts with recommendations for improvement where needed.

7. Write an appraisal of the administrative structure for the frontier posts, with recommendations for changes in the organization if needed.

8. Prepare a description of the existing trade between the eight member countries, giving the values and volumes in total and for the main commodities, and listing any bans and quotas.

9. Produce tables of existing passenger movement between the 8 countries with notes on immigration restrictions.

10. Produce tables showing the volume of vehicles crossing the frontiers at present, and the delays experienced in crossing.

11. Produce tables showing the prices of transport by different modes (for both passengers and freight) between the eight member countries.

12. Analyse the available data to produce forecasts of future trade and passenger movements between the eight countries, and forecasts of

future road traffic across the frontiers, estimate the likely future delays at the frontiers and the probable cost of these delays; evaluate methods of reducing these delays and recommend the best methods and their timing; prepare an assessment of the costs of carrying out any recommended changes.

13. Write a brief survey of any social benefits that may be expected to be generated by the project.

14. Prepare the draft final report summarising the conclusion and action recommendation to facilitate travel and trade on TEAH.

After collating contribution from members of the Commission and its subsidiary groups and teams, the Commission will once more hold a general meeting at the end of the first year, to consider its findings and recommendations and to formulate strategies for the implementation by member States of the recommendations effective measures for reducing and ultimately eliminating, to the extent possible, all obstacles of administrative and legal nature, to ensure the freedom of movement of persons and goods on the Cairo-Gaborone Trans-East African Highway.

Special Note

For the Interstate Facilitation Commission to be able to carry out its duties and responsibilities effectively, it would require the administrative support and backstopping of a strong permanent secretariat such as the TEAHA secretariat originally envisaged, or an alternative arrangement that could be relied upon to provide efficient secretariat services, otherwise the activities programmed would need to be reduced or phased out over a longer period of time to ensure their eventual success.

TERMS OF REFERENCE FOR A PREFEASIBILITY STUDY OF THE CAIRO-GABORONE TRANS-EAST AFRICAN HIGHWAY NETWORK

I. Objective

1. The aim of this study is to examine the technical and economic feasibility of the proposed Trans-East African Highway from Cairo to Gaborone via Egypt, the Sudan, Ethiopia, Kenya, the United Republic of Tanzania, Zambia, Zimbabwe and Botswana.

II. Scope of work

A. General

2. The scope of work shall include the pre-feasibility study of the proposed route as in "B" below and preparation of complete reports as required in accordance with section C.

3. The Team 1/ shall perform all technical and economic studies, field investigations, and related work as required to attain the objectives given in section I.

4. In the conduct of this work, the Team shall co-operate fully with the Governments concerned who will provide the data and services outlined in section III. The Team shall be solely responsible, however, for the analysis and interpretation of all data received and for the conclusions and recommendations contained in the report.

B. Pre-feasibility study

5. To determine the technical and economic feasibility of improving existing or constructing new, international roads comprising the Trans-East African Highway (see 6 below), the Team shall:

(a) Carry out a road inventory to determine the current condition of the existing road links along the proposed TEAH route;

(b) Study the development plans of the countries through which the highway would pass, and from the examination of those plans and trade patterns prepare estimates of national and international transport demands;

(c) Based on this estimate of transport demand, examine adequacy of the proposed route to serve the demand in the most economically beneficial manner and at the least possible transport cost;

1/ "Team" means the ECA/TEAHA group and any consultant(s) engaged in the study, and UNDTCD personnel seconded to the Team.

(d) Using existing and forecast traffic volume and information on vehicle types, specify alternative levels of improvements in construction and maintenance;

(e) Identify studies and improvement works required to upgrade sub-standard road sections, and determine the technical and financial resources necessary to carry out the improvements;

(f) For each section as well as for the TEAH route as a whole, rank alternative improvement strategies in order of economic priority;

(g) Based on this ranking make recommendations for the phased implementation of these improvements;

(h) Identify the non-physical barriers to inter-country travel and trade and make recommendations for the easement and removal of legal and administrative constraints.

6. The Team shall assess the feasibility of improving these existing road sections by relocation of short sections, reductions in curvature and grades, widening, and improvements in drainage and surfacing.

7. To determine the type and volume of future traffic for each of the route sections under study, the Team shall analyse all available statistical data on traffic in the areas served by these roads. In addition, the Team shall identify, describe and quantify existing and potential traffic-generating sources in the region served by the proposed highway based on the economic development plans of the countries traversed and on estimates of the future demand for road transport.

8. The Team shall undertake a preliminary economic evaluation of each of the route sections, using the methods outlined in section 5 above as well as section 10 following. On this basis, the Team shall make recommendations as to the best alignment, and level of construction, and maintenance standard for each road section.

9. The Team shall estimate the order-of-magnitude costs of improvement and/or of construction for each of the route sections under study.

10. The preliminary economic analysis of the proposed route and of the recommended improvement and construction programme shall include estimates of quantifiable economic benefits (which are anticipated to be primarily savings to road users) as well as an appreciation of non-quantitiable, social benefits such as improved delivery of rural health services, educational services, etc.

11. The Team shall prepare the following reports:

(i) Project inception report (10 copies) by the end of month one, giving a statement of the revised final work programme/schedule, and any changes to study scope resulting from unforeseen constraints;

(ii) Interim progress report (10 copies) by the end of month four giving statement of the results of the road inventory, traffic studies, and base data review. Also ellaboration of technical and economic evaluation methodologies to be employed;

(iii) Draft final report (25 copies) by the end of month six, summarizing all work performed and the study findings and recommendations;

(iv) Final report (100 copies) after receipt of comments on the draft final, and within two months of submission of draft final report.

12. All reports will be in English and French and wherever possible also in Arabic.

III. Data, local services and facilities to be provided by the Governments

A. Economic, traffic and technical data

13. Participating governments will provide the Team with all available data on:

(i) National and regional economic development plans, plus associated sector data on agricultural production, industry, etc;

(ii) Traffic studies, surveys, and counts,

(iii) Maps of the country and its transport networks, including any existing inventory data: and

(iv) Cost experience on recent similar construction and maintenance projects.

14. The Governments will also furnish the Team with all available information on transport costs and revenues and on the organization and operations of the government agencies and local authorities responsible for highway transport administration and maintenance.

B. Co-operation of governmental agencies and counterparts

15. In connection with the work by the Team that requires the co-operation of other government agencies, the Governments will provide liaison and will ensure that the Team has access to all information required for the completion of the services.

16. The Governments will assign qualified counterparts to work with the Team for the purpose of liaison, training and review of the findings and recommendations of the Team.

C. Local staff

17. The Governments will assist, if requested by the Team, in the selection of clerical and technical staff as well as drivers for vehicles to be produced by the Team. The salaries and incidental expenses of all such local staff will be borne by the Team.

INDICATIVE TERMS OF REFERENCE OF THE WORKING GROUPS

I. Terms of reference for the Working Group on Immigration (WGI)

The Working Group on Immigration problems will ensure implementation of standard regulations governing immigration on a uniform basis in each country.

The following matters, among others, will be covered:

- Granting of permission for a temporary stay upon presentation of a valid passport;
- Possibility of bilateral or multilateral agreements on abolition of visas;
- Issuance of temporary visas at border posts;
- Elimination of health checks;
- Establishment of a common identity card for users of the transit route.

Considerations on immigration service

- In order to protect employment, the duration of stay for each person in transit (not to exceed three months) should be stipulated.
- For security reasons it might be necessary to guarantee means of support for persons in transit throughout their stay.

II. Terms of reference for the Working Group on Customs (WGC)

The Working Group on Customs services will consider facilitation of:

- Customs regulations in force in each country, particularly regarding:
  (a) Temporary importation of private vehicles;
  (b) Temporary importation of commercial vehicles;
  (c) Importation and exportation of goods;
  (d) Customs laws pertaining to foreign trade;
  (e) Exchange regulations.
- The Group will endeavour to relax such formalities and reduce them to their simplest expressions. It will also propose adoption of a uniform system acceptable to all.

Considerations on customs and foreign trade regulations

- The relaxation of customs barriers is often accompanied by a loss of revenue which is difficult to offset without recourse to other indirect levies;

- New industries cannot operate without protection;

- Reduced control of foreign trade could lead to a trade balance deficit that could be dangerous if it should persist.

Based on the above the Working Group should define administrative and economic measures that could expand inter-African trade flows with a minimum of adverse economic effects.

Specific trade incentives

- The bilateral or multilateral identification of needs and supplementary resources enabling two countries to draw up a list of products particularly well suited to intra-African trade;

- Basic simplification of procedures within the Cairo Gaborone area to permit free circulation of goods;

- Effective and efficient transfer of revenues among member countries;

- Elimination of dual taxation deriving from transit trade in countries with a maritime outlet;

- Initiation of the reduction or elimination of domestic levies other than customs duties impeding the movement of goods;

- Study of monetary problems relating to inter-African trade, particularly non convertibility of foreign exchange of African countries.

III. Terms of reference for the Working Group on Traffic regulations (WGT)

The WGT will consider the following points:

- Legislation governing traffic and vehicles (weight, load per axle, dimensions);

- License legislation;

- Vehicle insurance legislation;

- Highway design standards;

- Road signs, markings and signals.

In addition to the items noted, the Working Group will promote:

- Standardization of regulations on road traffic in force in each country
- Simplification of rules applicable to traffic of goods and travellers;
- Simplification and standardization of customs regulations applicable to temporary importation of private and commercial vehicles;
- Extension of transit facilities benefiting transport of goods between ports and noncoastal countries;
- Automobile insurance.

The Group should also promote the establishment of facilities to be made available to users of trans-African roads, such as:

(a) Petrol stations;

(b) Lodgings;

(c) Vehicle repair shops;

(d) Exchange offices.

General

The Working Groups would, collectively, promote the collection, (on a continuous basis) of data and information so as to establish a reliable data base on constraints to travel and trade along the Cairo Gaborone Highway and its feeder road system. Such information shall include; but would not be limited to:

(a) Statistics on trade flows, including mode and, if possible, point of importation and exportation;

(b) Laws and regulations dealing with immigration and emigration, goods and vehicle traffic across borders, covering road and rail traffic and transport;

(c) Most recent customs regulations and rates;

(d) Road construction standards as established or recommended by the governments and construction details of suitable existing main roads;

(e) Chronological sequence of traffic of persons, goods and vehicles through border posts;

(f) Details on organization and operation of central and local administrative services responsible for transport and customs border control.

The above basic information would help perpetual updating of the treaties and agreements enacted to facilitate travel and trade on the TEAHA.